

Coordinated Human Services – Public Transportation Plan

Adopted
June 8, 2007



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Introduction

A Mobility Steering Committee (Committee) was formed in March 2007 by the Bloomington/Monroe County Metropolitan Planning Organization (MPO) to explore how Bloomington and Monroe County could make the best use of the community's resources to provide optimal transportation service for persons in need. The following community agencies, organizations, businesses, and governmental departments were invited to participate in the Committee:

- Abilities Unlimited
- American Cancer Society
- Area 10 Agency on Aging (Rural Transit)
- Bell Trace Senior Living Community
- Big Brothers Big Sisters of Monroe County
- Bloomington Hospital (Assisted Medical Transport)
- Bloomington/Monroe County Metropolitan Planning Organization
- Bloomington Public Transportation Corporation (BT/BT Access)
- Bloomington Shuttle Service
- Catholic Charities Bloomington
- Center for Women's Ministries
- Child Protection Services of Monroe County
- City of Bloomington's Council for Community Accessibility
- City on a Hill
- Community Kitchen
- Dunn Mental Health Center
- Family Service Association of Monroe County
- Greater Bloomington Chamber of Commerce
- Habitat for Humanity Monroe County Inc.
- Harmony School
- Housing Solutions Inc.
- Indiana University Campus Bus Service
- Indiana University Institute on Disability and Community (Center for Aging and Community)
- Meadowood Retirement Community
- Mental Health America
- Middle Way House
- Monroe House
- Monroe County Planning Department
- Options for Better Living
- Salvation Army
- Shalom Community Center
- South Central Community Action Program
- St. Vincent De Paul Society
- Stepping Stones
- Stone Belt
- United Way Community Services of Monroe County Inc.
- The Villages
- Volunteers in Medicine
- WorkOne Bloomington
- Yellow Cab Co. Inc.

The primary goal of the steering committee was the development of this Coordinated Human Services – Public Transportation Plan (Plan). The Plan would not only attempt to address the transportation needs of the community, especially for those with special needs, but it would also fulfill a requirement mandated by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Mission and Vision

Mission:

To optimize and coordinate human services and transportation resources for Bloomington and Monroe County through a steering committee representing diverse perspectives.

Vision:

To develop a coordinated transportation system offering accessible, affordable, universal, and diverse transportation options. This system will address currently unmet needs and serve every person, especially the disabled, the elderly, and those with low-income, who must rely on forms of transportation other than a personal vehicle.

Short-range Action Plan

It is important to set obtainable goals as part of the Plan. Given the amount of time and resources afforded the Mobility Steering Committee, the goal for the first version of the Plan was to establish a foundation upon which subsequent versions could be built.

Therefore, the following tasks needed to be accomplished:

- Create and maintain a mobility steering committee
- Develop a Mission and Vision
- Identify and assess available transportation services
- Conduct preliminary analysis to evaluate how well existing transportation services are meeting the needs of targeted populations
- Identify funding opportunities for transportation infrastructure and special projects
- Identify eligible projects that meet the needs of targeted populations
- Develop long-range action plan
- Develop coordination plan and get approval by the Policy Committee of the Bloomington/Monroe County Metropolitan Planning Organization

Long-range Action Plan

The Plan is envisioned to be a living document that will be updated regularly. With time, the Mobility Steering Committee will be able to assess how well the Plan is coordinating transportation and human service providers to address unmet needs. It is anticipated that the Plan will be re-evaluated at the beginning of CY 2008 in an effort to address some of the following points:

- Conduct or review needs assessment to identify unmet needs and duplication of services
- Expand analysis of how well existing services are meeting the needs of targeted populations and formulate strategies based on this analysis
- Seek out best practices and evaluate options
- Pursue related pilot projects
- Expand mobility steering committee to be more inclusive of stakeholder interests
- Assess ability to maintain current services
- Assess ability to expand services
- Identify funding opportunities and explore innovative funding partnerships

Assessment of Available Services

MASS PUBLIC TRANSIT

Area 10 Agency on Aging (Rural Transit)

630 W. Edgewood Dr

Ellettsville, IN 47429

Ph: (812) 876-3383

Fx: (812) 876-9922

Email: area10@area10.bloomington.in.us

Web: <http://www.area10.bloomington.in.us/ruraltransit/>

Rural Transit offers three different transportation services. Express services offers opportunities to travel between Spencer, Ellettsville, and Bloomington Monday through Friday. County Routes offer round-trip service between specific points in the counties on a one- to five-times weekly basis. County Sweeps offer service throughout each county 6-8 am and 4-6 pm Monday through Friday (see Appendix A for Rural Transit Routes).

Rural Transit offers the following services and amenities to accommodate those with disabilities or special needs:

- Wheelchair lift (ADA compliant),
- Child Safety Seats,
- Unscheduled pick-up & drop-off within area Indiana Relay Service: 1-800-743-3333 (TDD-TYY).
- Rural Transit is a Medicaid Transportation Provider. Medicaid recipients are encouraged to call the dispatcher for more information.

Bloomington Public Transportation Corporation (Bloomington Transit)

130 W. Grimes Ln.

Bloomington, IN 47403

Ph: (812) 332-5688

Fx: (812) 332-3660

Web: <http://www.bloomingtontransit.com/>

Email: customer@kiva.net

The Bloomington Public Transportation Corporation, known as Bloomington Transit (BT), provides public transportation services exclusively within the Bloomington corporate limits on nine fixed routes. A downtown transfer facility is provided whereby passengers can make convenient transfers between routes (see Appendix B for Bloomington Transit routes).

BT's fixed route transit system offers the following services and amenities to accommodate those with disabilities:

- Schedules are available in Braille, audio cassette, cd, or large print.
- Many BT buses are equipped with kneelers which lower the front end of the bus, making it easier to board.
- All BT buses are wheelchair accessible.

- TTY Communication available at: 330-7853

In addition to these services, Bloomington Transit also offers BT Access which is a demand response van service for people with disabilities who are unable to use the fixed route system. BT Access is a transportation service for persons who, by means of a disability, cannot use the existing Bloomington Transit fixed route bus system. BT Access service is provided with vans equipped with wheelchair lifts. Eligible patrons can be picked up by these vans and taken anywhere in Bloomington for work, school, medical or dental appointments, shopping, or to visit friends.

Eligibility to use BT Access may be granted on a full or conditional basis depending on the person's ability to use regular fixed route bus service. Those persons who receive full eligibility status may use BT Access for all trips within the service area during days and hours that the service operates. Conditional eligibility may be granted to persons who under certain conditions may be able to use regular fixed route service. Persons with conditional eligibility may use BT Access when their disability prevents them from using the regular fixed route service. Personal Care Attendants, if required, may accompany passengers at no charge.

Indiana University Campus Bus Service

120 W. Grimes Ln.

Bloomington, IN 47403

Ph: (812) 855-8384

Email: ubus@indiana.edu

Web: http://www.iubus.indiana.edu/campus_bus/index.html

Indiana University Campus Bus provides public transportation services primarily serving student transportation needs on the Indiana University campus on four fixed routes. Campus Bus service is a fare free system in which no fares are charged or collected from any passenger (see Appendix C for Indiana University Campus Bus routes).

MEDICAL RELATED TRANSPORTATION

Bloomington Hospital - Assisted Medical Transport

630 South Patterson Street
Bloomington, IN 47403
Ph: (812) 353-9232 / (800) 222-9589
Fx: (812) 353-4084
Web: <http://www.bhhs.org/>

Bloomington Hospital's Assisted Medical Transport service provides assistance to patients traveling to and from Bloomington Hospital, doctor's office, or other healthcare facilities. People in wheelchairs or with other mobility problems can schedule one of six specially equipped vans. All of the vans are staffed by Indiana-certified emergency medical personnel who are employees of Bloomington Hospital Ambulance Service (BHAS).

American Cancer Society

Hoosier Hills Indiana Area Service Center
2201 W. Sudbury Dr. Suite C
Bloomington, IN 47403
Ph: (812) 336-8423 / (800) 227-2345
Fx: (812) 339-9213
E-Mail address: tbock@cancer.org
Web: <http://www.cancer.org/>

The American Cancer Society provides transportation to and from treatments for cancer patients through a volunteer driver service. All arrangements need to be coordinated through the local ACS office.

PRIVATE TRANSPORTATION PROVIDERS

Bloomington Shuttle Service (Shuttle, Charter, Limousine)

3200 Venture Blvd.
Bloomington, IN 47404
Ph: (812) 332-6004 or (800) 589-6004
Web: <http://www.bloomingtonshuttle.com/>

Bloomington Shuttle Service offers three different services. The airport shuttle picks up and delivers from four different Bloomington locations leaving the city nine times a day beginning at 4:40 a.m. and ending at 8:40 p.m. For the return trip, the shuttle departs the Indianapolis International Airport nine times a day beginning at 6:40 a.m. and ending at 10:40 p.m.

Bloomington Shuttle Service also offers luxury busses that can be chartered to go anywhere in the continental United States for any length of time. The charter service can serve as few as a couple of people or groups of hundreds.

Signature limousines is the last service offered by Bloomington Shuttle Service and can be used for any occasion including private door-to-door transportation to the airport, weddings, anniversaries, birthdays, concerts, a special night on the town, proms or pampering an important business client.

Star of America Charter Service

8111 N. State Road 37
Bloomington, IN 47404-9443
Ph: (812)876-7851 or (800)933-0097

Star of America is a first class charter service offering coaches which can accommodate 55 passengers. The busses can be chartered to go anywhere in the continental United States for any length of time.

Yellow Cab Co. Inc. (White Cab Co.)

217 W. 6th St.
Bloomington, IN 47403
Ph: (812) 339-9744 or (812) 336-4100

Fully licensed and insured taxis may be hired for in-town travel or for an out-of-town trip. Fares are typically determined by distance and by the number of passengers. Taxis usually operate 24 hours a day, 7 days a week.

TRANSPORTATION PROVIDERS FOR THE ELDERLY

Bell Trace

800 Bell Trace Circle
Bloomington, IN 47408
Ph: (812) 332-2355
Fx: (812) 353-7575
Web: <http://www.belltrace.com/default.asp>
Email: belltrace@cardon.us

Bell Trace is a private facility offering independent and assisted living arrangements. Bell Trace provides scheduled transportation for its residents for shopping, medical appointments and Bloomington events.

Meadowood Retirement Community

2455 N. Tamarack Trail
Bloomington, IN 47408
Ph: (812)336-7060
Web: <http://www.meadowoodrc.com/>

Meadowood Retirement Community is a private facility offering garden homes, mid-rise apartments, and health pavilion for elderly residents. Meadowood offers regular transportation shuttles to westside, eastside, and downtown shopping, local groceries, health care facilities, dinner runs, and special events and programs. Additionally personalized schedules and transportation can be arranged through the concierge service.

Monroe House

2770 S. Adams Street
Bloomington, IN 47403
Ph: (812) 331-8153
Fax: (812) 331-0155
Web: <http://www.alcco.com/>

Monroe House is a private facility offering independent living, assisted living, companion living and respite care. Scheduled transportation is a service offered to its residents.

NON-PROFIT TRANSPORTATION PROVIDERS

Stone Belt

2815 E. 10th St.
Bloomington, IN 47408
Tel: (812)332-2168
Fax: (812)323-4610
Web: <http://www.stonebelt.org/MonroeCtyLocations.htm>

Stone Belt offers a full range of programs and services for over 1,000 individuals with developmental disabilities in Monroe, Lawrence, Owen, Bartholomew and surrounding counties. Stone Belt owns and operates a fleet of vehicles to serve the transportation needs of its consumers.

Options for Better Living

200 East Winslow Road
P.O. Box 1732
Bloomington, IN 47402
Tel: (800) 875-9615
Fax: (812) 332-1186
Web: <http://www.optionsfbl.com/>

Options for Better Living partners with people with disabilities and their communities to bring about self-directed and fulfilled lives. Options provides limited transportation services to more than 160 children and adults within its residential program.

Community Kitchen

917 South Rogers St.
Bloomington, IN 47403
Ph: (812)332-0999
Fax: (812)332-1937
Email: kitchen@bloomington.in.us

Community Kitchen works alone and in collaboration with others to eliminate hunger in Monroe County and surrounding areas, through direct service, education and advocacy. The Community Kitchen offers free Bloomington Transit bus passes upon request.

Shalom Community Center

First United Methodist Church
219 E. 4th St.
Bloomington, IN 47403
Ph: (812)334-5728
Internet Site: <http://cgi.hoosier.net/~shalom/home/>

The Shalom Community Center is dedicated to relieving the plight of those experiencing homelessness and poverty in South Central Indiana. Shalom procures a set number of bus passes on a monthly basis and provides them to people in need of transportation for employment, medical appointments, or other essential needs.

Identified Needs

The Mobility Steering Committee evaluated how well established transportation systems are meeting the needs of the elderly, people with disabilities, and people with low income/no income. The Committee identified the following needs in the community (see Appendix D for a comparison of the transportation system and targeted populations):

Transit Operating Hours

Currently, most mass transit routes stop running at 8 PM. As a result, people who are in need of public transportation after this time are left without many affordable transportation options. This potentially affects persons with low income and/or disabilities the hardest because it may present hardships going to and from work, especially in the retail sector.

Additionally, all mass transit providers have limited service on Sundays. This affects persons with low income, the elderly, and those with disabilities whose options for affordable transportation are severely limited on this day of the week.

Para-Transit Operating Hours and Coverage

Para-transit is typically operated during the same hours as the fixed route system. Consequently services are only available to persons with disabilities until 8 PM typically. As a result, people with disabilities who are in need of public transportation after this time are left without many affordable transportation options.

In addition to this, para-transit system often does not cover the entire city because ADA only requires para-transit to operate within a certain distance from the fixed route system. Without full access to the City, persons with disabilities may not be able to reach their desired destinations using affordable transportation options.

Para-Transit Reservations

BT Access and Rural Transit's para-transit services require that qualified individuals make reservations a day in advance of a planned trip. Though this meets the minimum requirements of the American with Disabilities Act, it presents a hardship to disabled users of the para-transit systems that may not know of their transportation needs a day in advance.

Transportation Affordability

The cost of transportation, even subsidized mass transit, often presents a hardship to persons with low or no income. Private transportation, though more flexible is often cost prohibitive to this segment of the population. Additionally, organizations in the community provide free bus passes to qualified low income/no income individuals and families but these organizations are often unable to secure enough passes to meet the need.

Strategies for Meeting Service Needs

Strategies for meeting service needs were gathered by members of the Mobility Steering Committee during the Plan development process. These strategies were then compared against available funding sources to determine which strategies might be eligible to receive assistance from outside funding (see Appendix E for a Grant Funding Overview):

Section 5310 Program – Elderly and Persons with Disabilities

- Purchase vehicles for use by non-profit organizations, such as Area 10 Agency on Aging or Monroe County, serving elderly and disabled populations

Section 5316 Program – Job Access and Reverse Commute (JARC) Program

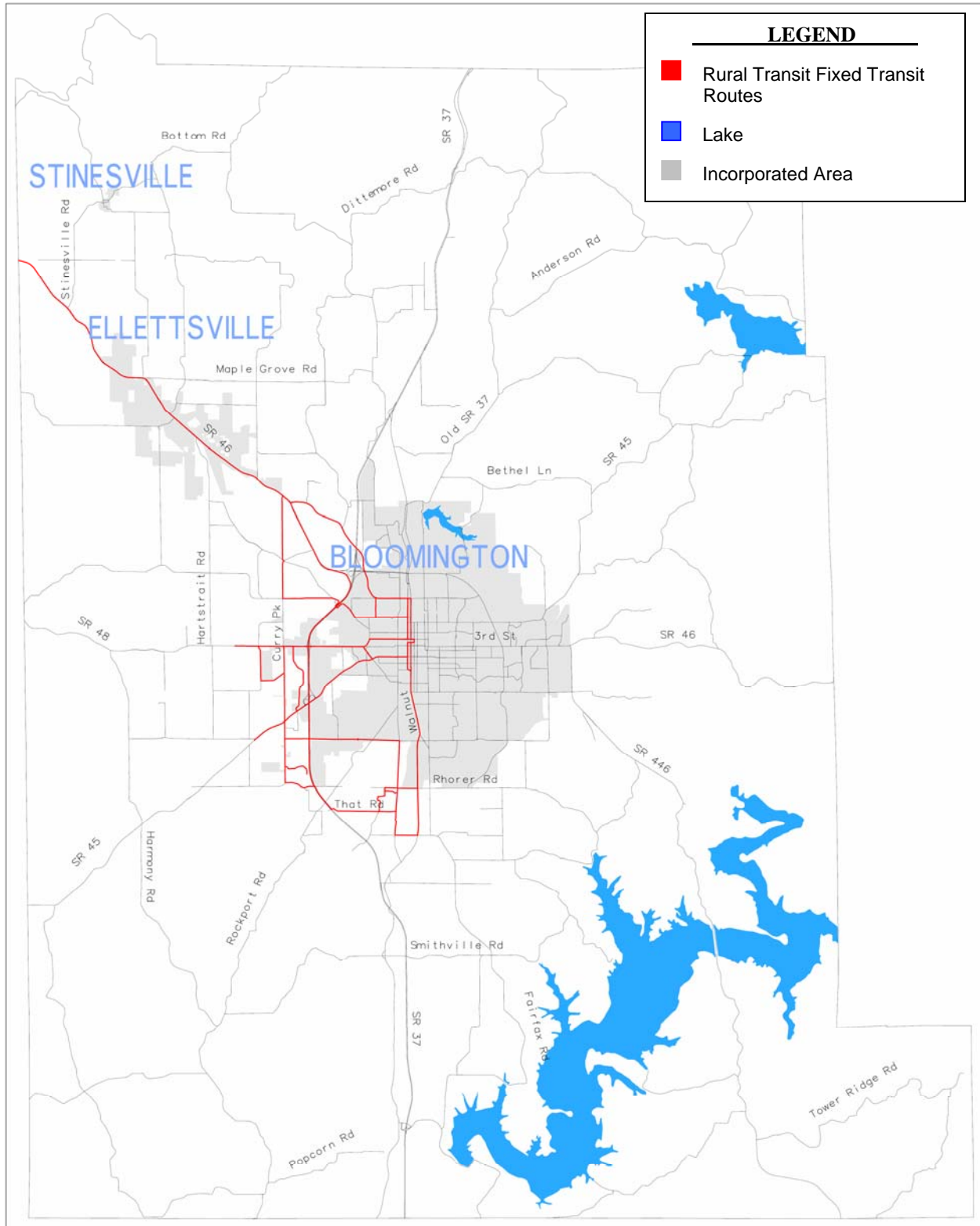
- Extend Bloomington Transit hours for all operating fixed routes until 11pm
- Extend Bloomington Transit hours for all fixed routes to include Sunday service
- Develop a transportation voucher system to serve persons with limited/no income
- Purchase capital equipment for Rural Transit to provide JARC program services
- Provide expanded Rural Transit service to serve JARC program services
- Expand public transit fixed routes to better serve low income populations.

Section 5317 Program – New Freedom Program

- Extend BT Access hours until 11pm (to mirror the services of the fixed route system)
- Extend BT Access hours for all fixed routes to include Sunday service
- Extend BT Access coverage to include the entire City limits
- Purchase vehicles for use by non-profit organizations serving elderly and disabled populations
- Improve the para-transit scheduling to reduce the call ahead requirement to same day reservations
- Purchase capital equipment for Rural Transit to provide New Freedom program services
- Provide expanded Rural Transit service to serve New Freedom program services.
- Provide travel training for the elderly and individuals with disabilities so that they can more effectively use the Bloomington Transit and Rural Transit systems.

Appendix C

Rural Transit Fixed Routes



Appendix D

Transportation Systems and Targeted Populations

Low Income Households by Census Tract

The median household income for Monroe County is \$33,311 as identified by the 2000 Census. Table D-I shows the population, number of households, median household income, number of households with low income, and the percentage of the population below the median income in each Census Tract of Monroe County. The table also highlights those Census Tracts with households that earned approximately 50 percent or less of the median household income of \$16,700 and the percentage of the population below the median income.

For purposes of this study, low income is defined as those Census Tracts in which 50 percent or more of the households in the Census Tract earned less than 50 percent of the median household income of \$33,311 for Monroe County. Four of the twenty-nine total Census Tracts in Monroe County are identified as low income Census Tracts by this definition and are highlighted in Table D-1. These Census Tracts are:

- Census Tract 2.02 – 78% of the households earned less than \$16,700
- Census Tract 16.00 – 62% of the households earned less than \$16,700
- Census Tract 2.01 – 59% of the households earned less than \$16,700
- Census Tract 1.00 – 57% of the households earned less than \$16,700

Map D-1 illustrates the location of Census Tracts with high concentrations of low income households within Monroe County.

Table D-1: Household Income per Census Tract for Monroe County

Census Tract	Population	Households	Median Income	Households w/ Low Income (<\$16,700)	% Population Below Median Income
1.00	3,160	1,707	\$13,954	978	57.3%
2.01	7,078	603	\$13,510	356	59.0%
2.02	4,542	209	\$4,432	163	78.0%
3.01	4,346	2,062	\$19,573	902	43.7%
3.02	3,082	1140	\$44,679	243	21.3%
4.01	2,980	1378	\$27,575	471	34.2%
4.02	2,580	1124	\$26,685	333	29.6%
5.01	3,911	1674	\$32,658	318	19.0%
5.02	3,307	1344	\$39,063	159	11.8%
6.00	6,838	3,054	\$20,856	1,263	41.4%
7.00	2,872	1,137	\$49,009	117	10.3%
8.00	5,162	2,427	\$36,921	659	27.2%
9.01	2,414	1,164	\$31,783	353	30.3%
9.03	4,448	2,292	\$28,009	671	29.3%
9.04	2,994	1,311	\$45,625	285	21.7%
10.01	4,423	1,708	\$77,082	140	8.2%
10.02	4,843	2,134	\$49,909	290	13.6%
11.01	5,051	2,382	\$25,581	843	35.4%
11.02	2,601	1,246	\$29,973	338	27.1%
11.03	2,745	1,107	\$37,804	143	12.9%
12.00	5,755	2,171	\$46,150	168	7.7%
13.01	5,659	2,210	\$47,098	264	11.9%
13.03	4,445	1,704	\$48,429	176	10.3%
13.04	3,184	1,235	\$37,301	176	14.3%
13.05	1,871	655	\$43,393	81	12.4%
14.01	1,855	726	\$46,193	125	17.2%
14.02	4,966	1,987	\$53,184	180	9.1%
15.00	6,726	2,693	\$48,156	278	10.3%
16.00	6,725	2,314	\$12,377	1,443	62.4%

Source: US Census Bureau / 2000 Census



Elderly Populations by Census Tract

According to the 2000 Census, 12.1% of the population in Monroe County is 60 years of age or older. Table D-2 shows the distribution of people 60+ years old across census tracts in Monroe County.

For purposes of this study, the top six (or 20%) Census Tracts with the largest concentration of elderly populations are identified as having significant concentrations of elderly persons. By this definition, six of the twenty-nine total Census Tracts in Monroe County were identified as having populations with significant concentrations of elderly persons and are highlighted in Table D-2. These Census Tracts were:

- Census Tract 9.01 – 23% of the population is 60 years or older
- Census Tract 5.01 – 21% of the population is 60 years or older
- Census Tract 4.01 – 20% of the population is 60 years or older
- Census Tract 8.00 – 20% of the population is 60 years or older
- Census Tract 11.02 – 19% of the population is 60 years or older
- Census Tract 10.02 – 18% of the population is 60 years or older

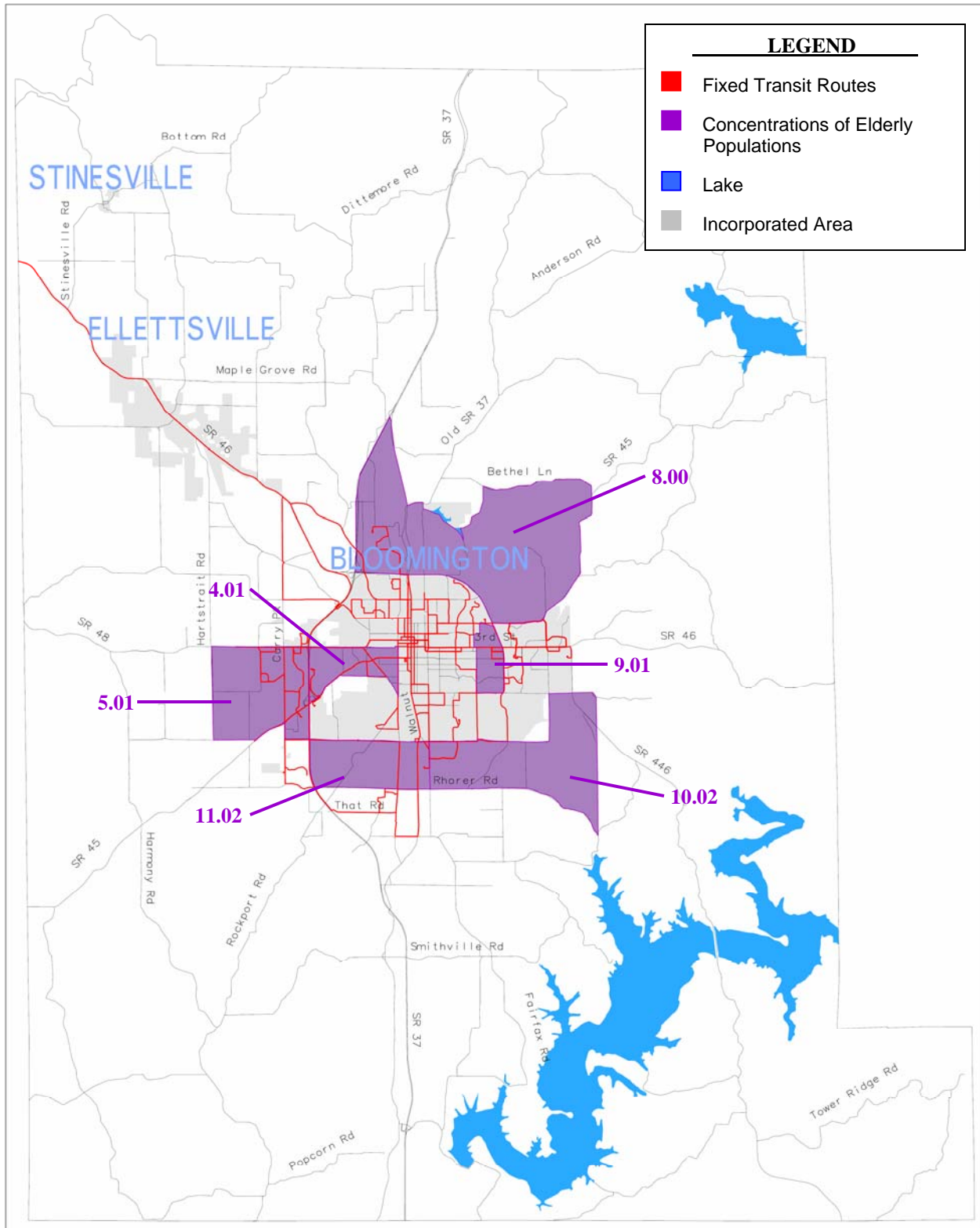
Map D-2 illustrates the location of Census Tracts with high concentrations of elderly populations within Monroe County.

Table D-2: Elderly Population Distribution per Census Tract for Monroe County

Census Tract	Population	60+ Population	60+ % Total
1.00	3,160	90	2.8%
2.01	7,078	20	0.3%
2.02	4,542	11	0.2%
3.01	4,346	332	7.6%
3.02	3,082	444	14.4%
4.01	2,980	605	20.3%
4.02	2,580	208	8.1%
5.01	3,911	808	20.7%
5.02	3,307	399	12.1%
6.00	6,838	599	8.8%
7.00	2,872	479	16.7%
8.00	5,162	1,020	19.8%
9.01	2,414	555	23.0%
9.03	4,448	754	17.0%
9.04	2,994	417	13.9%
10.01	4,423	675	15.3%
10.02	4,843	889	18.4%
11.01	5,051	582	11.5%
11.02	2,601	484	18.6%
11.03	2,745	335	12.2%
12.00	5,755	727	12.6%
13.01	5,659	825	14.6%
13.03	4,445	541	12.2%
13.04	3,184	367	11.5%
13.05	1,871	312	16.7%
14.01	1,855	235	12.7%
14.02	4,966	749	15.1%
15.00	6,726	1,043	15.5%
16.00	6,725	70	1.0%

Source: US Census Bureau / 2000 Census

Map D-2: Census Tracts with Largest Concentrations of Elderly Persons and All Existing Fixed Route Transit Services



Populations with a Disability by Census Tract

According to the 2000 Census, 17.4% of the population in Monroe County is identified as having a disability. The Census Bureau defines disability “as a long-lasting physical, mental, or emotional condition” that “can make it difficult for a person to do activities such as walking, climbing stairs, dressing, bathing, learning, remembering, or going outside home alone to work at a job or business.” Table D-3 shows the distribution of people with disabilities across census tracts.

For purposes of this study, the top seven (or 20%) of census tracts with the highest proportion of persons with disability are identified as having significant concentrations of disabled persons. Seven of the twenty-nine total Census Tracts in Monroe County are identified as having significant concentrations of persons with disabilities and are highlighted in Table D-3. These Census Tracts are:

- Census Tract 4.01 – 37% of the population is disabled
- Census Tract 15.00 – 35% of the population is disabled
- Census Tract 11.01 – 34% of the population is disabled
- Census Tract 6.00 – 33% of the population is disabled
- Census Tract 14.01 – 32% of the population is disabled
- Census Tract 5.01 – 30% of the population is disabled
- Census Tract 11.02 – 30% of the population is disabled

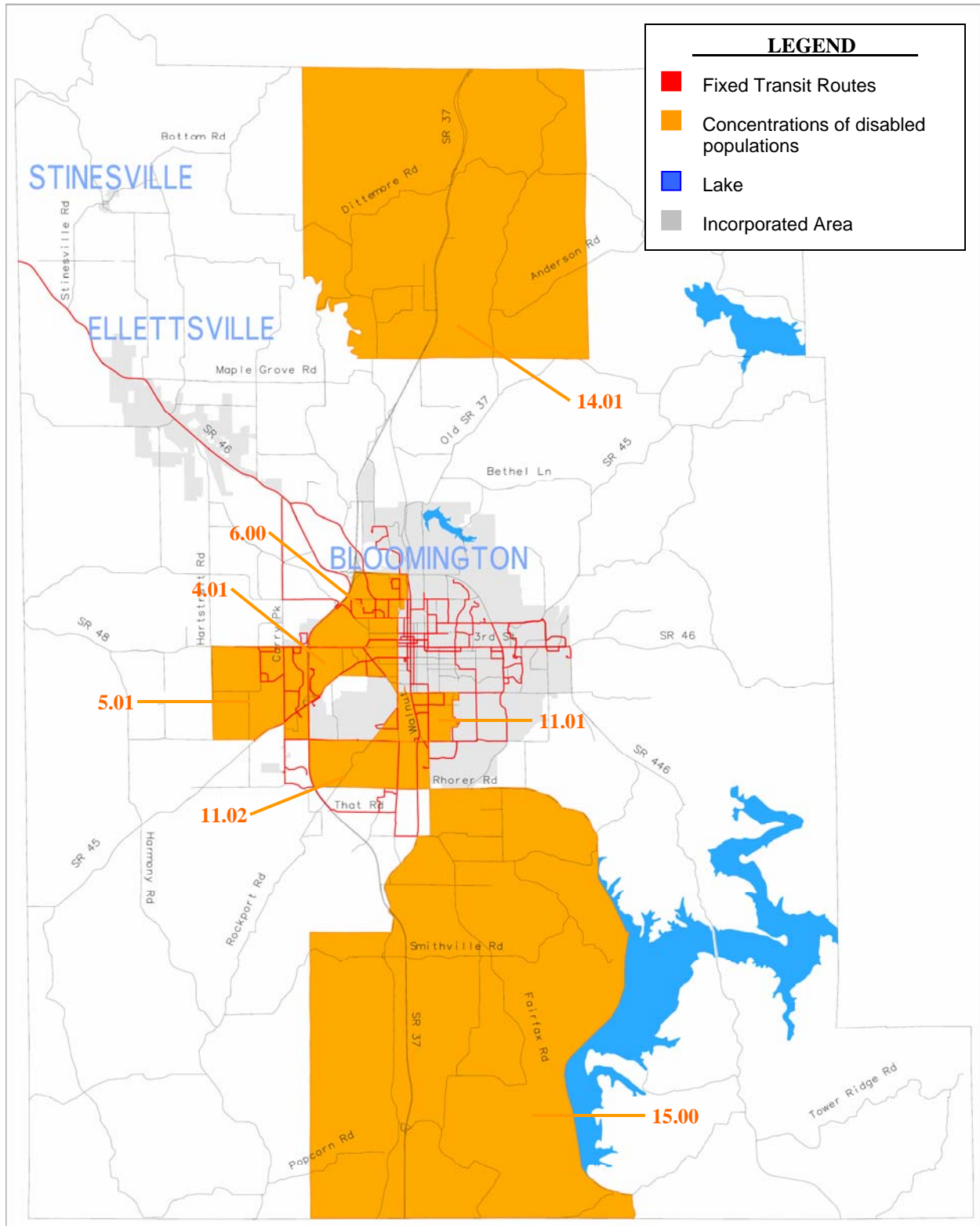
Map D-3 illustrates the location of Census Tracts with high concentrations of disabled populations within Monroe County.

Table D-3: Disabled Population Distribution per Census Tract for Monroe County

Census Tract	Population	Total Disability	Total Disability %
1.00	3,160	393	12.4%
2.01	7,078	405	5.7%
2.02	4,542	428	9.4%
3.01	4,346	898	20.7%
3.02	3,082	328	10.6%
4.01	2,980	1,093	36.7%
4.02	2,580	563	21.8%
5.01	3,911	1,170	29.9%
5.02	3,307	776	23.5%
6.00	6,838	2,228	32.6%
7.00	2,872	556	19.4%
8.00	5,162	1,068	20.7%
9.01	2,414	530	22.0%
9.03	4,448	1,279	28.8%
9.04	2,994	317	10.6%
10.01	4,423	675	15.3%
10.02	4,843	752	15.5%
11.01	5,051	1,735	34.3%
11.02	2,601	768	29.5%
11.03	2,745	711	25.9%
12.00	5,755	1,603	27.9%
13.01	5,659	1,431	25.3%
13.03	4,445	1,263	28.4%
13.04	3,184	787	24.7%
13.05	1,871	483	25.8%
14.01	1,855	595	32.1%
14.02	4,966	1,009	20.3%
15.00	6,726	2,333	34.7%
16.00	6,725	455	6.8%

Source: US Census Bureau / 2000 Census

Map D-3: Census Tracts with Largest Concentrations of Disabled Persons and All Existing Fixed Route Transit Services



Appendix E

Grant Funding Overview

Section 5310 Program *

Section 5310 funds are a form of financial assistance for transportation services planned, designed, and carried out to meet the special transportation needs of the elderly and persons with disabilities in all areas. In Indiana, the current designated recipient for the Section 5310 Program is the INDOT. INDOT evaluates and grants Section 5310 to subrecipients Statewide.

Congress establishes the allocation levels for the Section 5310 Program through a formula based on the population of elderly and disabled individuals in a state. Table E-1 contains the current levels (as of June 2006) of Section 5310 funding for the State of Indiana through Federal Fiscal Year (FFY) 2009. These figures are subject to change from potential future congressional rescission of funds.

Table E-1: Allocations of Program Funds for Indiana

Program	FFY06	FFY07	FFY08	FFY09
Section 5310	2,281,514	2,408,422	2,615,787	2,750,575
JARC	1,682,656*	2,428,364	2,630,728	2,774,069
New Freedom	1,159,776*	1,634,380	1,765,534	1,866,422

* see Table E-2 Apportionment of Program Funds by Population for Indiana

Section 5310 Program funds are available to public bodies the State approves to coordinate services for the elderly and persons with disabilities; or public bodies which certify to the Governor that no non-profit corporations or associations are readily available in an area to provide the service. Local public bodies eligible to apply for Section 5310 funds as coordinators of services for elderly persons and persons with disabilities are those that the State designates to coordinate human service activities in a particular area.

Section 5310 Program Federal funds can fund no more than 80% of the total eligible capital and program administrative costs for approved projects. There is an exception to this ratio for vehicle-related equipment required by the Clean Air Act Amendments of 1990 (CAAA) or the Americans with Disabilities Act of 1990 (ADA). The Federal share is 90% for vehicle-related equipment required by the CAAA or ADA. Only the incremental cost of the equipment required by the ADA or CAAA may be funded at 90%, not the entire cost of the vehicle, even if the vehicle is purchased for use in service required by the ADA or CAAA.

According to FTA Guidance funds for the Section 5310 program are available for capital expenses to support the provision of transportation services to meet the special needs of elderly persons and persons with disabilities. Examples of capital expenses include, but are not limited to:

- "Vehicles;

- Radios and communication equipment;
- Vehicle shelters;
- Wheelchair lifts and restraints;
- Vehicle rehabilitation, manufacture, or overhaul;
- Preventive maintenance, defined as all maintenance costs;
- Extended warranties which do not exceed the industry standard;
- Microcomputer hardware and software;
- Initial component installation costs;
- Vehicle procurement, testing, inspection and acceptance costs;
- Lease of equipment when lease is more cost effective than purchase;
- Acquisition of transportation services under a contract, lease, or other arrangement. Eligible capital expenses may also include, at the option of the subrecipient, the acquisition of transportation services under a contract, lease or other arrangement. Both capital and operating costs associated with contracted service are eligible expenses. User-side subsidies are considered one form of eligible arrangement. The State, as recipient, has the option to decide whether to provide funding for such acquired services. Funds may be requested for contracted services covering a time period of more than one year;
- The introduction of new technology, through innovative and improved products, into mass transportation; and
- Transit-related intelligent transportation systems.”

The INDOT Public Transit Section manages the Section 5310 Program for the State. This office can provide further information on the Section 5310 Program and the eligible expenses for the State.

Section 5316 JARC Program *

The JARC Program is intended to support the development and maintenance of job-access and job-related transportation services for welfare recipients and eligible low-income individuals. The JARC Program has no specific limitation for services for people with disabilities. For communities or areas in the State with populations under 200,000, INDOT serves as the JARC Program manager and will select all subrecipients for projects in those areas.

Congress allocates JARC funds through a formula apportioned by the population of welfare recipients and eligible low-income individuals. On a national level, for the JARC program, approximately 60% of the funds go to designated recipients in urbanized areas with populations over 200,000, 20% goes to states for urbanized areas with populations between 50,000 and 200,000, and 20% goes to states for non-urbanized areas. JARC funds may be transferred between urbanized areas with less than 200,000 in population and non-urbanized areas when the Governor certifies that all of the JARC objectives have been met in the area from which funds are to be transferred. Table E-1 summarizes the allocation of JARC funds through FFY 2009. Table E-2 presents the appropriation divisions for the JARC program for the State by population. These figures are subject to change from potential future congressional rescission of funds. JARC funding also may change as it is subject to the congressional appropriations process.

Table E-2: FFY06 Apportionment of Program Funds by Population for Indiana

Area	JARC	New Freedom
Urbanized Area, Population 200,000 or greater (Indianapolis)	462,916	317,294
Urbanized Areas, Population 50,000 to 199,999	672,488	407,634
Non-urbanized Area, Population Less than 50,000	547,252	434,848
TOTAL	1,682,656	1,159,776

JARC Program Federal funds can fund 80% of capital expenses, 50% of operating expenses, and 100% of up to 10% of the apportionment available for planning, administration, and technical assistance. Non-U.S. Department of Transportation (U.S. DOT) Federal funds may be used as matching funds, if the funds permit their use for transportation.

JARC Program funding assistance may be provided for a variety of transportation services and strategies that are directed at addressing welfare recipients' and eligible low-income individuals' unmet transportation needs. Examples of the types of projects that may use JARC funds include, but are not limited to:

- Developing new or expanded transportation projects or services that provide access to employment opportunities;
- Promoting public transportation by low-income workers, including the use of public transportation by workers with non-traditional work schedules;
- Promoting the use of transit vouchers for welfare recipients and eligible low-income individuals;
- Promoting the use of employer-provided transportation, including the transit pass benefit program under section 132 of the Internal Revenue Code of 1986;
- Subsidizing the costs associated with adding reverse commute bus, train, carpool, van routes, or service from urbanized areas and other than urbanized areas to suburban workplaces;
- Subsidizing the purchase or lease by a non-profit organization or public agency of a van or bus dedicated to shuttling employees from their residences to a suburban workplace; and
- Facilitating public transportation services to suburban employment opportunities.

JARC capital funds may be used for "mobility management." In the interim guidance, FTA defines "mobility management" as "consisting of short range planning and management activities for projects for improving coordination among public transportation and other transportation services providers carried out by a recipient or subrecipient through an agreement entered into with a person, including a government entity, under this section (other than sections 5309 and 5320); but excluding operating public transportation services."

"Mobility management activities may not be used for the direct provision and operation of coordinated transportation services, including the scheduling, dispatching and

monitoring of vehicles. FTA proposes the following as eligible mobility management activities:

- The development of coordinated plans;
- The support of State and local coordination policy bodies and councils;
- The maintenance and operation of transportation brokerages to coordinate providers, funding agencies and customers;
- The development and maintenance of other transportation coordination bodies and their activities, including employer-oriented Transportation Management Organizations, human service organization customer-oriented travel navigator systems and neighborhood travel coordination activities;
- The development and support of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and
- The acquisition of intelligent transportation technologies to help plan and operate coordinated systems inclusive of Global Information Systems (GIS) mapping, coordinated vehicle scheduling, dispatching and monitoring technologies as well as technologies to track costs and billing in a coordinated system and single smart customer pay systems.”

JARC Program funds are available for transportation services provided by public, non-profit or private-for-profit operators. INDOT’s Public Transit Section can provide additional information on the JARC Program in other areas of the State.

Section 5317 New Freedom Program *

The focus of the New Freedom Program is to provide improved transportation services and public transportation alternatives for people with disabilities. These services extend beyond those required by the ADA. FTA defines services beyond the ADA requirements to mean services not specifically required in the ADA and U.S. DOT implementing regulations. Services funded through the New Freedom Program must be in compliance with the ADA. New Freedom includes, but is not limited to, job-related transportation services.

On a national level, for the New Freedom Program, approximately 60% of the funds go to designated recipients in urbanized areas with populations over 200,000, 20% goes to states for urbanized areas with populations between 50,000 and 200,000, and 20% goes to states for non-urbanized areas. INDOT is responsible for management of the New Freedom Program funds allocated to areas with populations under 200,000. See Tables E-1 and E-2 for a listing of the federal allocation of the New Freedom Program funds.

New Freedom Program Federal funds can fund 80% of capital expenses, 50% of operating expenses, and 100% of up to 10% of the apportionment available for planning, administration, and technical assistance. Non-U.S. DOT Federal funds may be used as matching funds, if they permit their use for transportation.

New Freedom Program funds may be used for public transportation services and alternatives, beyond those required by the ADA, that assist individuals with disabilities. Conference Report language gives examples of projects and activities that might be funded under the program. These include, but are not limited to:

- Purchasing vehicles and supporting accessible taxi, ride-sharing, and vanpooling programs;
- Providing paratransit services beyond minimum requirements (3/4 mile to either side of a fixed route), including for routes that run seasonally;
- Making accessibility improvements to transit and intermodal stations not designated as key stations;
- Supporting voucher programs for transportation services offered by human service providers;
- Supporting volunteer driver and aide programs; and
- Supporting mobility management and coordination programs among public transportation providers and other human service agencies that provide transportation.

New Freedom Program funds may only be used to provide new public transportation services and public transportation alternatives that assist persons with disabilities with transportation. New Freedom capital funds may be used for “mobility management” (see above discussion on mobility management under the JARC Program for additional information on these types of projects). New Freedom Program funds are available to a State or local governmental authority, non-profit organization or operator of public transportation services (including private-for-profit operators). INDOT’s Public Transit Section can provide additional information on the New Freedom Program in other areas of the State.

* Source: Draft Coordinated Public Transit Human Services Transportation Plan for the Indianapolis Metropolitan Planning Organization

ADOPTION RESOLUTION 2007-13

RESOLUTION ADOPTING THE COORDINATED HUMAN SERVICES – PUBLIC TRANSPORTATION PLAN, as presented to the Policy Committee and Technical Advisory Committee of the Bloomington/Monroe County Metropolitan Planning Organization (MPO) on June 8, 2007.

WHEREAS, the Bloomington/Monroe County Metropolitan Planning Organization is the duly designated MPO for the Bloomington, Indiana urbanized area; and

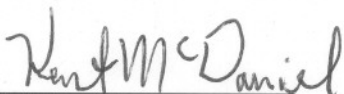
WHEREAS, the MPO is responsible for ensuring that the Bloomington, Indiana urbanized area's transportation planning program is continuing, comprehensive, and coordinated between the MPO and other public and citizen organizations throughout the planning process, as outlined in the metropolitan planning rule jointly issued in the Federal Register by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on October 28, 1993; and

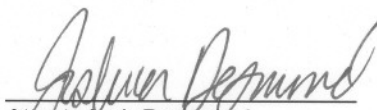
WHEREAS, a locally developed Coordinated Human Services – Public Transportation Plan must be developed pursuant to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

NOW, THEREFORE, BE IT RESOLVED:

- (1) That the *Coordinated Human Services – Public Transportation Plan* is hereby adopted by motion of the Policy Committee.
- (2) That the adopted document shall be forwarded to all relevant public officials and government agencies, and shall be available for public inspection during regular business hours at the City of Bloomington Planning Department, located in the Showers Center City Hall at 401 North Morton Street, Bloomington, Indiana.

PASSED AND ADOPTED by the Policy Committee by a vote of 11 - 0, upon this 8th day of June, 2007.


Kent McDaniel
Chair, Policy Committee
Bloomington/Monroe County MPO


Attest: Josh Desmond
Director
Bloomington/Monroe County MPO